

State of New Hampshire
Department of Transportation
Justification for 2022-2023 Lapse Extension Request
March 12, 2021

HB25 Section and Line #	State AU	Description and Original Year Authorized	Initial Appropriation	Footnote	Encumbered Balance (as of 2/28/2021)	Available Appropriation remaining at 2/28/2021	Project Status / % Complete	Project End Date
14.155	1335	19-146:1XVIA - Aeronautics, Rail and Transit, 5% Match for Federal Aviation Admin Projects	77,662,527.00	4	3,669,419.53	62,375,078.87	15%	June 2026

This appropriation funds multiple airport infrastructure projects for the continued development of airports within the state. The appropriation amount includes both the Federal and State share of the project(s). Projects are granted as federal funds become available and are typically on-going for 4 years from the date of issue. On October 5, 2018 Congress passed a Federal Aviation Administration (FAA) Reauthorization Act to fund the Airport Improvement Program (AIP). FAA funds 90% of all airport infrastructure projects, 5% share is funded by the State and 5% share is funded by the airport (local share). Due to delays in the planning and decision making process at the Lebanon Airport, necessary funding for the runway safety improvements at that airport have been delayed and are expected to be funded as soon as FAA approves their safety development plan. Additionally, there have been some delays in the receipt of certain Federal funds due to other priorities regionally and nationwide. These delays can happen from time to time due to the determination of safety issues and certain priorities at airports by the FAA. If the funds are not brought forward to fund the Federal FAA AIP projects, then the airports would not be able to complete the necessary safety projects as programmed. The completion of these FAA projects are required to meet FAA safety and design standards and are critical for the safe operation and maintenance of the New Hampshire Airport System. The AIP program is the only federal funding available for the development and maintenance of infrastructure for New Hampshire Airports. FAA projects are determined through the airport master planning process and programmed through the FAA/State Capital Improvement Program (CIP). FAA funding availability will determine when this funding will be fully encumbered, typically 6-8 years from the year this AU was originally appropriated. In addition, the commercial service airports continue to have significant large rehabilitation and safety projects planned in the next 2-3 years. The remainder of these funds from this AU will be applied towards these future projects. There are 12 airports that participate in this FAA program. General Fund initial appropriation was \$4,123,555 and the remaining available balance is \$3,512,599.

14.156	1337	19-146:1XVIC - Active Railroad Bridges, Repairs to State-Owned	1,000,000.00	0.00	1,000,000.00	0%	June 2022
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Funding was frozen due to the COVID19 impacts on revenue, but as the Department has over 160 state-owned railroad bridges on just the active state-owned railroad sections, it has a lengthy and prioritized list of structures that are in need of repairs and improvements. According to recent bridge inspections, required to be in compliance with the Federal Railroad Administration (FRA), the Department has identified over 20 structures that are listed as category "C1". Category "C1" is defined by our inspection program as, "A high priority defect or repair that will require attention within approximately one year. The bridge is suitable for normal service pending this repair unless otherwise noted." The Department also has a long list of bridges whose inspection results yielded a lower category, but still identified deficiencies that need to be addressed within a few years or they may fall into further disrepair. As bridge inspections occur annually, additional deficiencies may be identified and the Department will continue to work to prioritize repairs needed to its over 160 state-owned railroad bridges to address those needing most critical repairs. Proposed work on these railroad bridges will include engineering, purchasing & installing new bridge timbers and stringers, replacing deteriorated concrete on abutments and piers, repointing masonry abutments and other miscellaneous work around the bridges, as well as, hiring contractors and construction and project supervision. Per usual, the Department will work with its tenant railroad operators/lessees to perform and engage others to perform this work. These needed bridge repairs are beyond the limited funding capacity of the Department's Special Railroad Fund that is used for routine track maintenance and repairs on approximately 200 miles of active state-owned railroad corridors. Without access to these Capital funds, the condition of the railroad bridges will further deteriorate and will require the Department to take them out of service, per FRA regulations, and therefore close one or more railroad lines that provide freight and/or tourist excursion railroad services.

14.157	1338	19-146:1XVID - Coos County Rail Improvements	900,000.00	623,299.25	0.00	31%	August 2022
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Project completion date is August 2022 based on G&C approved contract completion date plus time to submit final invoices. Also COVID19 impacts to construction schedule and material availability also support the need for extension into FY22/23.

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14.158	1339	19-146:1XVIE - Straff and Carroll County Rail Improvements	900,000.00		498,302.09	0.00	46%	August 2021
Project completion date is August 2021 based on G&C approved contract completion date plus time to submit final invoices. Also, COVID19 impacts to construction schedule and material availability also support the need for extension into FY22/23.								
14.159	1340	19-146:1XVIF - Public Transit Bus and Facility Matching Funds	907,460.00		0.00	907,460.00	0%	June 2023
Funding was frozen due to the COVID19 pandemic impacts on revenue and the time needed to order and deliver buses because of delays experienced due to COVID19 on vehicle production, therefore an extension into FY22/23 is required. Vehicles can take up to 18 months, depending on the type, size, and level of customization, to be delivered after the order is placed. This appropriation funds ½ of the local match, up to 10%, of the cost of transit vehicles, equipment & passenger amenities, to leverage federal funds (normally 80% of total project cost) and local funds (usually 10% of total project cost). This appropriation is currently being used to pay the match on planned capital procurements as there are vehicles currently on order and planned projects to obligate the remaining funds; these projects are consistent with the replacement needs identified in the newly established transit asset management plans, which are required by the Federal Transit Administration (FTA). If not extended, the impact would be that neither the Department, nor public transit providers, would be able to move forward with scheduled vehicle procurements or passenger amenity upgrades as the receiving agencies (public transit operators) would likely not be able to secure the additional non-federal matching funds. This means that needed vehicle replacements and passenger amenity upgrades would not occur, NH's public transit systems would have to use old equipment that would cost significantly more to maintain and, perhaps, the State would have Federal funds that it would be unable to expend and possibly need to return to the Federal government. The eleven (11) public transit agencies that will access these funds and the geographic areas they serve are: COAST, Manchester Transit, CART, Nashua Transit, Advance Transit, Concord Area Transit, Sullivan County Transit, North Country Transit, Carroll County Transit, and Keene City Express collectively providing public transit services in Dover-Portsmouth, Manchester, Derry-Salem, Nashua, Hanover-Lebanon, Concord, Claremont, Berlin-Lancaster-Littleton, and Keene.								
14.160	1344	19-146:2IIA - Statewide Equipment	10,000,000.00		591,139.60	2,595,895.14	68%	June 2023
This appropriation funds the purchase of Fleet units including vehicles, construction equipment, trailers and other associated equipment with a projected useful life of 10 years or greater. Expenditures using these funds were paused due to the COVID19 pandemic. We are requesting an extension for future use of these funds with an anticipated completion date of June 2023.								
14.161	1345	19-146:2IIB - Manchester Patrol Shed (527) additions/renovations	2,100,000.00		0.00	2,100,000.00	0%	August 2022
This appropriation is for design and construction services for the Manchester Patrol Shed. Design has recently been approved to continue and had been delayed due to COVID19 and financial priorities. Final design details are advancing and an extension is necessary to cover design services that may be needed for final design and construction engineering. Project can then move forward to advertise for construction. Construction schedule will be prepared when design is completed.								
14.162	1346	19-146:2IIC - Derry (528) Brine System	185,000.00		16,600.00	168,400.00	9%	October 2021
This appropriation funds the replacement of brine making equipment at the Derry maintenance facility. Purchase and delivery of tanks is underway. This project was delayed due to COVID19 restrictions and funding priorities. Approval to move ahead has recently been granted and an extension is needed to allow completion of this project.								

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14.163	1347	19-146:2IID - Statewide Life Safety Code Improvements	4,115,000.00		0.00	4,115,000.00	0%	December 2022
This appropriation funds various Life Safety Improvements identified by the Fire Marshall's Office during inspections of various DOT sheds and facilities. Design and construction work was on hold due to COVID19 restrictions and funding priorities. An extension is requested to allow this project to move forward and complete the construction of the improvements required by the Fire Marshall's Office.								
14.164	1348	19-146:2IIE - Statewide Salt Sheds	1,800,000.00		0.00	1,800,000.00	0%	June 2022
This appropriation funds the design and construction of salt sheds statewide. The DOT stores all salt undercover for winter maintenance and most of the new sheds are constructed in a similar footprint. Due to COVID19 restrictions and balancing funding priorities, the design and construction work on all salt sheds was halted. Locations in Milan and Dixville will be moving toward construction advertisement, while Bristol and Orford will be moving into the design phase. An extension is necessary to fund the design and construction of these projects.								
14.165	1349	19-146:2IIF - Lancaster District Office - Addition	760,000.00		22,200.00	663,070.00	10%	December 2022
Design and construction work was recently approved to advance but was delayed due to COVID19 restrictions and funding priorities. The project includes an additional 1,500 sq ft of office space for training and compliance with ADA requirements. Project will address State Fire Marshall Office comments and will advertise for construction once design is complete. An extension is requested to allow the funding and this project to move forward.								
14.166	1351	19-146:2IIG - Statewide Underground Fuel Tank Replacement	2,060,000.00		0.00	2,060,000.00	0%	December 2022
This appropriation funds the complete full or partial Tank Top Upgrades (TTU) at a limited number of fuel sites as needed and reconstruct new fuel sites statewide. The NH Department of Transportation currently has a total of 89 petroleum fuel sites that have underground storage tanks and appurtenances. Of these sites, 12 may not meet new testing requirements of proposed DES rule changes. The first priority will be to complete full or partial TTU's as necessary to maintain compliance and protect the environment for the 12-sites noted above, while simultaneously extending the life span of those sites which were installed between 1992 and 2004. Older tanks are generally covered by warranties of 20-years (steel) or 25-years (composite) and the Department currently has 28 sites with tanks at or beyond the warranty and life expectancy of the tanks and components. Exceeding the warranty and life expectancy considerably increases the potential for environmental issues and extensive repairs. Remaining funding will be used to replace the oldest and highest risk sites to minimize potential environmental issues. Currently, full tank top upgrades are estimated at an average of \$400K while full replacement is estimated at an average of \$925K. New construction was delayed due to COVID19 impacts on funding.								
14.167	1352	19-146:2IIH - NHDOT Document Management Software	1,000,000.00		0.00	1,000,000.00	0%	June 2023
The State of New Hampshire and the Department of Information Technology have undertaken a number of substantial changes to various systems including the configuration and rollout of Microsoft Teams and Sharepoint. These technologies are new to the Department of Transportation and will affect the Department's document management needs. The Department requests carrying over these funds until the impacts of those systems are fully understood.								
14.168	1353	19-146:2III - NHDOT Work Order System Phase I	2,000,000.00		1,414,533.57	3.88	29%	June 2023
Configuration of the Work Order System with the vendor AssetWorks is well underway at the Department. Minor delays were experienced early in the year with the cancellation of travel and related meetings while the vendor and NHDOT adapted to a remote working environment. The teams have adapted and the project is moving forward. The Department requests carrying over these funds to support ongoing implementation.								

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14.169	1361	19-146:15II Statewide Equipment	214,489.00		0.00	214,489.00	0%	June 2023	
This appropriation funds the purchase of Fleet units including vehicles, construction equipment, trailers and other associated equipment with a projected useful life of 10 years or greater. Expenditures using these funds were paused due to the COVID19 pandemic. We are requesting an extension for future use of these funds with an anticipated completion date of June 2023.									
14.170	1673	Aero, Rail and Transit Matching Funds (2017, 228:1, XXII, A)	1,141,881.00		414,771.44	565,076.79	14%	June 2022	
Funding was frozen due to the COVID19 pandemic impacts on revenue and the time needed to order and deliver buses because of delays experienced due to COVID19 on vehicle production, therefore an extension into FY22/23 is required. Vehicles can take up to 18 months, depending on the type, size, and level of customization, to be delivered after the order is placed. This appropriation funds ½ of the local match, up to 10%, of the cost of transit vehicles, equipment & passenger amenities, to leverage federal funds (normally 80% of total project cost) and local funds (usually 10% of total project cost). This appropriation is currently being used to pay the match on planned capital procurements as there are vehicles currently on order and planned projects to obligate the remaining funds; these projects are consistent with the replacement needs identified in the newly established transit asset management plans, which are required by the Federal Transit Administration (FTA). If not extended, the impact would be that neither the Department, nor public transit providers, would be able to move forward with scheduled vehicle procurements or passenger amenity upgrades as the receiving agencies (public transit operators) would likely not be able to secure the additional non-federal matching funds. This means that needed vehicle replacements and passenger amenity upgrades would not occur, NH's public transit systems would have to use old equipment that would cost significantly more to maintain and, perhaps, the State would have Federal funds that it would be unable to expend and possibly need to return to the Federal government. The eleven (11) public transit agencies that will access these funds (in addition to agencies serving seniors & persons with disabilities) and the geographic areas they serve are: COAST, Manchester Transit, CART, Nashua Transit, Advance Transit, Concord Area Transit, Sullivan County Transit, North Country Transit, Carroll County Transit, and Keene City Express collectively providing public transit services in Dover-Portsmouth, Manchester, Derry-Salem, Nashua, Hanover-Lebanon, Concord, Claremont, Berlin-Lancaster-Littleton, and Keene.									
14.171	1674	Repair Arches in Walpole (2017, 228:1, XXII, B)	500,000.00		0.00	498,494.80	0%	December 2021	
Funding was frozen due to the COVID19 revenue impacts for several months in CY 2020, which necessitated a delay of the project and losing the bulk of the 2020 permitting and construction window. However, work has commenced on the design and permitting processes, but due to time needed to obtain permitting approvals, construction will not commence until Spring/Summer 2021 and therefore an extension is requested to FY22/23 to complete and invoice for work. The Department currently plans to use in-house resources and contractors for project management and construction activities to repair these large historic granite arch culverts on the abandoned railroad lines in Cheshire County, which are major drainage conveyances under the railroad corridor embankments. If the funds are not extended and the work cannot be completed then the arches will continue to fall into further disrepair and will at some point require substantially more funds for major reconstructions, removals, or replacements. Additionally, due to the major drainage conveyances these arches provide, said repairs are vital to not cause any upstream or downstream impacts.									

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14.172	1677	Eastern Slope Reg. Airport State Match (2017, 228:1, XXII, E)	75,000.00		0.00	75,000.00	45%	June 2023
This airport improvement project for the Eastern Slope Regional Airport, located in Fryeburg, Maine, is still underway. In addition to the funding to be provided by NHDOT, the project recently received grants from the FAA, Maine DOT, USDA, Northern Borders Regional Commission, and the USEDA along with a loan from the USDA that together with airport sponsor funding will fully fund this project. The Eastern Slope Regional Airport serves Conway NH area and surrounding towns in NH and Maine. The majority of aircraft based at the Eastern Slope Regional Airport are owned by NH citizens. The design portion of the project is complete, bids were opened this fall, and construction is in full swing with planned project completion in July 2023. It is the intent of the Department to make a one-time payment at the completion the project.								
14.173	1681	Lisbon Patrol Shed Facilities (2017, 228:2, II, A)	3,110,000.00		0.00	7,457.89	99%	February 2022
Construction is substantially complete. There is a potential change to allow handicap access, thus, an extension is necessary to maintain funding for the design and construction of this change requested by Fire Marshall's Office.								
14.174	1682	Underground Tank Replacement (2017, 228:2, II, B)	1,000,000.00		35,072.26	325,654.24	64%	December 2022
This appropriation funds the complete full or partial Tank Top Upgrades (TTU) at a limited number of fuel sites as needed and reconstructs new fuel sites statewide. The NH Department of Transportation currently has a total of 89 petroleum fuel sites that have underground storage tanks and appurtenances. Of these sites, 12 may not meet new testing requirements of proposed DES rule changes. The first priority will be to complete full or partial TTU's as necessary to maintain compliance and protect the environment for the 12-sites noted above, while simultaneously extending the life span of those sites which were installed between 1992 and 2004. Older tanks are generally covered by warranties of 20-years (steel) or 25-years (composite) and the Department currently has 28 sites with tanks at or beyond the warranty and life expectancy of the tanks and components. Exceeding the warranty and life expectancy considerably increases the potential for environmental issues and extensive repairs. Remaining funding will be used to replace the oldest and highest risk sites to minimize potential environmental issues. Currently, full tank top upgrades are estimated at an average of \$400K while full replacement is estimated at an average of \$925K. New construction was delayed due to COVID19 impacts on funding.								
14.175	1683	Salt Sheds (2017, 228:2, II,C)	1,700,000.00		72,113.81	161,578.55	86%	November 2022
This appropriation funds the design and construction of salt sheds statewide. The DOT stores all salt undercover for winter maintenance and most of the new sheds are constructed in a similar footprint. Due to COVID19 restrictions and balancing funding priorities, design and construction work on all salt sheds was halted and has recently been given approval to proceed. Locations in Milan and Dixville will be moving towards construction advertisement, while Bristol and Orford will now be moving into the design phase. An extension is necessary to fund the design and construction of these projects that were delayed due to COVID-19 impacts on funding.								
14.176	1684	Manchester Patrol Shed (2017, 228:2, II, D)	300,000.00		50,581.96	59,089.69	63%	August 2022
This appropriation is for design services for Manchester Patrol Shed. Design was on hold due to COVID-19 and financial priorities. Final design details will be progressing, however, an extension is necessary to cover design services that may be needed for final design and construction engineering.								
14.177	1685	Dixville Patrol Shed Facilities (2017, 228:2, II, E)	1,400,000.00	3	34,607.19	1,188,965.80	13%	November 2022
This appropriation is for design and construction of a new patrol shed for Dixville on a property acquired by DOT from the Balsams. The project has bid twice, and was put on hold due to COVID19 restrictions and funding priorities. Design will need to be revised to meet all regulatory items and address State Fire Marshall Office comments. At this time, completion of this project is unknown until a successful advertising date is set. An extension is necessary to maintain funding for this project to relocate current maintenance operations from property owned by the Balsams.								

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14.178	7537	Trans, Aero (2015, 220:1-XVI-A1)	59,502,387.00	1	9,095,748.00	14,447,598.10	60%	June 2023

This appropriation funds multiple airport infrastructure projects for the continued development of airports within the state. The appropriation amount includes both the Federal and State share of the project(s). Projects are granted as federal funds become available and are typically on-going for 4 years from the date of issue. On October 5, 2018 Congress passed a Federal Aviation Administration (FAA) Reauthorization Act to fund the Airport Improvement Program (AIP). FAA funds 90% of all airport infrastructure projects, 5% share is funded by the State and 5% share is funded by the airport (local share). Due to delays in the planning and decision making process at the Lebanon Airport, necessary funding for the runway safety improvements at that airport have been delayed and are expected to be funded as soon as FAA approves their safety development plan. Additionally, there have been some delays in the receipt of certain Federal funds due to other priorities regionally and nationwide. These delays can happen from time to time due to the determination of safety issues and certain priorities at airports by the FAA. If the funds are not brought forward to fund the Federal FAA AIP projects, then the airports would not be able to complete the necessary safety projects as programmed. The completion of these FAA projects are required to meet FAA safety and design standards and are critical for the safe operation and maintenance of the New Hampshire Airport System. The AIP program is the only federal funding available for the development and maintenance of infrastructure for New Hampshire Airports. FAA projects are determined through the airport master planning process and programmed through the FAA/State Capital Improvement Program (CIP). FAA funding availability will determine when this funding will be fully encumbered, typically 6-8 years from the year this AU was originally appropriated. In addition, the commercial service airports continue to have significant large rehabilitation and safety projects planned in the next 2-3 years. The remainder of these funds from this AU will be applied towards these future projects. There are 12 airports that participate in this FAA program. General Fund initial appropriation was \$3,595,987 and the remaining available balance is \$1,613,535.

14.179	7539	Railroad Bridges (2015, 220:1-XVI-A2)	1,350,000.00	0.00	122,074.59	91%	August 2021
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Funding was frozen due to the COVID19 impacts on revenue and the Department has prioritized up to four bridges that have the highest deficiency rating and are in most immediate need of repair. The categorization and prioritization of these structures are based on recent bridge inspections and/or field reviews. Remaining Capital balances will be used to make critical repairs within this construction season to avoid becoming emergency repairs, which would require them to be closed, thus ceasing the current use of the railroad line and may also impact nearby roadways and private property. The four highest priority structures are located in Concord, Harts Location and Westmoreland. Draft scopes of work and repair plans/options have been prepared for these locations. These needed bridge repairs are beyond the limited funding capacity of the Department's Special Railroad Fund that is used for routine track maintenance and repairs on approximately 200 miles of active state-owned railroad corridors. Without access to these Capital funds, the condition of the railroad bridges will further deteriorate and will require the Department to take them out of service, per Federal Railroad Regulations, and therefore close one or more railroad lines that provide freight and/or tourist excursion railroad services.

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14.180	7547	Public Tran (2015, 220:1-XVI-A3)	1,358,636.00		356,972.13	690.47	74%	December 2021

Funding was frozen due to the COVID19 pandemic impacts on revenue and the time needed to order and deliver buses because of delays experienced due to COVID19 on vehicle production, therefore an extension into FY22/23 is required. Vehicles can take up to 18 months, depending on the type, size, and level of customization, to be delivered after the order is placed. This appropriation funds ½ of the local match, up to 10%, of the cost of transit vehicles, equipment & passenger amenities, to leverage federal funds (normally 80% of total project cost) and local funds (usually 10% of total project cost). This appropriation is currently being used to pay the match on planned capital procurements as there are vehicles currently on order and planned projects to obligate the remaining funds; these projects are consistent with the replacement needs identified in the newly established transit asset management plans, which are required by the Federal Transit Administration (FTA). If not extended, the impact would be that neither the Department, nor public transit providers, would be able to move forward with scheduled vehicle procurements or passenger amenity upgrades as the receiving agencies (public transit operators) would likely not be able to secure the additional non-federal matching funds. This means that needed vehicle replacements and passenger amenity upgrades would not occur, NH's public transit systems would have to use old equipment that would cost significantly more to maintain and, perhaps, the State would have Federal funds that it would be unable to expend and possibly need to return to the Federal government. The eleven (11) public transit agencies that will access these funds (in addition to agencies serving seniors & persons with disabilities) and the geographic areas they serve are: COAST, Manchester Transit, CART, Nashua Transit, Advance Transit, Concord Area Transit, Sullivan County Transit, North Country Transit, Carroll County Transit, and Keene City Express collectively providing public transit services in Dover-Portsmouth, Manchester, Derry-Salem, Nashua, Hanover-Lebanon, Concord, Claremont, Berlin-Lancaster-Littleton, and Keene.

14.181	8286	Underground Fuel Tank Replacement (2015, 220:2-III-A)	1,310,000.00		25,209.26	49,374.06	94%	December 2022
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This appropriation funds the complete full or partial Tank Top Upgrades (TTU) at a limited number of fuel sites as needed and reconstruct new fuel sites statewide. The NH Department of Transportation currently has a total of 89 petroleum fuel sites that have underground storage tanks and appurtenances. Of these sites, 12 may not meet new testing requirements of proposed DES rule changes. The first priority will be to complete full or partial TTU's as necessary to maintain compliance and protect the environment for the 12-sites noted above, while simultaneously extending the life span of those sites which were installed between 1992 and 2004. Older tanks are generally covered by warranties of 20-years (steel) or 25-years (composite) and the Department currently has 28 sites with tanks at or beyond the warranty and life expectancy of the tanks and components. Exceeding the warranty and life expectancy considerably increases the potential for environmental issues and extensive repairs. Remaining funding will be used to replace the oldest and highest risk sites to minimize potential environmental issues. Currently, full tank top upgrades are estimated at an average of \$400K while full replacement is estimated at an average of \$925K. New construction was delayed due to COVID19 impacts on funding.

14.182	8287	Oversize/Overweight Permit Software (2015, 220:2-III-B)	2,000,000.00		200,953.00	0.00	90%	August 2022
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The RFP for this project was released on August 19, 2016. Vendor proposals were received on November 10, 2016. A vendor was selected and authorization to proceed with the contract development was received on January 6, 2017. Soft launch was on January 8, 2019 and Go Live was on August 12, 2019. Ongoing maintenance and support will continue throughout the contract. The \$2,000,000 capital project budget is expected to be completely spent by Fall 2022.

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14.183	8291	Welcome Center (2015, 220:2-III-F)	760,000.00		0.00	242,256.47	90%	June 2022
This appropriation funds critical and deferred maintenance at statewide Safety Rest Areas/Welcome and Information Centers (SRA/WICs). A study to evaluate customer and statewide needs for the New Hampshire SRA/WIC system began in January 2015. At that time, capital maintenance projects were put on hold pending the study report and recommendations. Results from the study were released in July 2016, and have been used to prioritize needs and develop a scope of work for further critical and deferred maintenance projects at the state's SRA/WICs. The funding was used for projects to repair deficiencies related to ADA accessibility, roof replacement, building paint and restroom fixture replacement located in the Colebrook, Littleton, Intervale, Sanbornton, Canterbury, Lebanon, Sutton, Salem and Springfield SRA/WICs. The DOT and BEA are currently evaluating projects for the remaining funding, which was delayed due to COVID19 restrictions and significant personnel turnover within both DOT and BEA that managed this program. An extension is necessary to fund the design and construction of anticipated improvements at welcome centers beginning with the Littleton site rest rooms.								
14.184	7976	5 Percent Match (2013, 195:XVI:A-1)	24,972,073.00	2	376,196.35	123,815.75	98%	June 2023
This appropriation funds multiple airport infrastructure projects for the continued development of airports within the state. The appropriation amount includes both the Federal and State share of the project(s). Projects are granted as federal funds become available and are typically on-going for 4 years from the date of issue. On October 5, 2018 Congress passed a Federal Aviation Administration (FAA) Reauthorization Act to fund the Airport Improvement Program (AIP). FAA funds 90% of all airport infrastructure projects, 5% share is funded by the State and 5% share is funded by the airport (local share). There have been some delays in the receipt of certain Federal funds due to other priorities regionally and nationwide. These delays can happen from time to time due to the determination of safety issues and certain priorities at airports by the FAA. If the funds are not brought forward to fund the Federal FAA AIP projects, then the airports would not be able to complete the necessary safety projects as programmed. The completion of these FAA projects are required to meet FAA safety and design standards and are critical for the safe operation and maintenance of the New Hampshire Airport System. The AIP program is the only federal funding available for the development and maintenance of infrastructure for New Hampshire Airports. FAA projects are determined through the airport master planning process and programmed through the FAA/State Capital Improvement Program (CIP). FAA funding availability will determine when this funding will be fully encumbered, typically 6-8 years from the year this AU was originally appropriated. In addition, the commercial service airports continue to have significant large rehabilitation and safety projects planned in the next 2-3 years. The remainder of these funds from this AU will be applied towards these future projects. There are 12 airports that participate in this FAA program. General Fund initial appropriation was \$1,664,676 and the remaining available balance is \$96,827.								
14.185	0435	Railroad acquisition right of first refusal, rail match (2005, 259:1, XIII, F)	500,000.00		0.00	499,787.05	open	N/A (ongoing)
This appropriation is for purchase of rail properties offered under the right of first refusal, and, as amended by the Laws of 2007 Chapter 264:20, to match local and federal funds for passenger rail projects. Under NH Statute 228:60-b (Purchase Price for Rail Properties) all rail properties within the state offered for sale shall be offered to the Department of Transportation (DOT) first and the State, through the DOT, shall respond within 90 days to said requests. This appropriation is needed to support the response to acquire rail properties in a timely manner and to match local and federal funds for passenger rail projects.								
14.186	0156	Acquisition of railroad & airport properties (1999, 226:1 XIII C)	1,450,000.00		0.00	326,108.92	open	N/A (ongoing)
This appropriation is for purchase of rail and airport properties offered under the right of first refusal. The State is required to respond to any offers to purchase any rail property or airport property within 90 days. The availability of funds in this account ensures that we can meet our legal requirements.								

State of New Hampshire
Department of Transportation
Justification for 2022-2023 Lapse Extension Request
March 12, 2021

HB25 Section and Line #	State AU	Description and Original Year Authorized	Initial Appropriation	Footnote	Encumbered Balance (as of 2/28/2021)	Available Appropriation remaining at 2/28/2021	Project Status / % Complete	Project End Date
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Footnotes:

1-Funding breakdown is \$55,906,400 Federal \$3,595,987 State

2-Funding breakdown is \$23,307,397 Federal \$1,664,676 State

3-Funding breakdown is \$250,000 Federal Funds passed through by the Northern Border Regional Commission to the department, \$1,150,000 State

4-Funding breakdown is \$73,538,972 Federal \$4,123,555 State

Data is effective as of February 28, 2021

State of New Hampshire
Department of Transportation
Justification for 2022-2023 Lapse Extension Request
March 12, 2021

Lapsing Capital Funds

State AU	Description and Original Year Authorized	Fund	Lapsing
1336	19-146:1XVIB - Active Railroad Lines, Repairs to State-Owned	General	57.25
8288	Lisbon Patrol Shed 114 (2015-220:2-III-C)	Highway	822.76
8698	Patrol Shed and Salt Storage Shed - Salem (2011,253:2 III-D)	Highway	10,681.86

***State of New Hampshire
Department of Transportation
Highway Additional Funding Needs for Prior Capital Budget Requests***

HB25 Section and Line #	State AU	Description and Original Year Authorized	Initial Appropriation	Available Appropriation remaining at 2/28/2021	Project Status / % Complete	Anticipated Project End Date	Addition Requested	Amended Appropriation Request
14.161 pg.17	1345	19-146:2IIB - Manchester Patrol Shed (527) additions/renovations	2,100,000	2,100,000	0%	August 2022	\$ 1,000,000	\$ 3,100,000

This appropriation is for design and construction services for the Manchester Patrol Shed. Design has recently been approved to continue and had been delayed due to COVID19 and financial priorities. The project was advertised in 2020 prior to COVID and had to be put on hold. Bids received significantly exceeded the budget and Public Works has indicated that current costs are anticipated to be 10%-20% higher, therefore we are requesting an increase of \$1,000,000 to appropriately fund the anticipated costs of this project.

14.165 pg.18	1349	19-146:2IIF - Lancaster District Office - Addition	760,000	663,070	10%	December 2022	450,000	\$ 1,210,000
Design and construction work was recently approved to advance but was delayed due to COVID19 restrictions and funding priorities. The project includes an additional 1,500 sq ft of office space for training and compliance with ADA requirements. Project will address State Fire Marshall Office comments and will advertise for construction once design is complete. Design estimates from Public Works prior to COVID exceeded the budget and Public Works has indicated that current costs are anticipated to be 10%-20% higher, therefore we are requesting an increase of \$450,000 to appropriately fund the anticipated costs of this project.								

14.177 pg.18	1685	Dixville Patrol Shed Facilities (2017, 228:2, II, E)	1,400,000	1,188,966	13%	November 2022	700,000	\$ 2,100,000
This appropriation is for design and construction of a new patrol shed for Dixville on a property acquired by DOT from the Balsams. The project has bid twice, and was put on hold due to COVID19 restrictions and funding priorities. Design will need to be revised to meet all regulatory items and address State Fire Marshall Office comments. Bids received significantly exceeded the budget and Public Works has indicated that current costs are anticipated to be 10%-20% higher, therefore we are requesting an increase of \$700,000 to appropriately fund the anticipated costs of this project.								

Subtotal \$ 4,260,000

2,150,000 \$ 6,410,000

FY22-23 Capital Budget Requested Reduction	Initial Appropriation	Reduction Requested	Amended Appropriation Request
2:l.1 pg.5	Fuel Management System Replacement	5,000,000	(1,000,000) \$ 4,000,000
Net Change Requested \$ 1,150,000			